

PRR CHRONOLOGY
1913

February 2005 Edition

- ca. 1912-13?** PRR hires Vincent Colelli, an Italian native educated at Yale, to develop Italian-English language and citizenship courses to Italian employees, who account for about one-third of foreign-born PRR workers; placed on staff of J.C. Johnson, Superintendent of Telegraph, who has charge of all educational courses.
- Jan. 1, 1913** George L. Peck elected Fifth VP of Lines West; Benjamin McKeen to General Manager of Lines West, replacing Peck; E.T. Whiter to General Superintendent of Northwest System; A.M. Schoyer to General Manager of Vandalia Lines replacing Benjamin McKeen. (AR)
- Jan. 1, 1913** Ivy Ledbetter Lee appointed Executive Assistant to President in charge of publicity at \$10,000 per year. (or retro to 1/1/12??)
- Jan. 1, 1913** Moorhead C. Kennedy elected Pres. of Cumberland Valley Railroad.
- Jan. 1, 1913** New Haven contracts with Pullman to operate parlor and sleeping cars; turns own fleet over to Pullman; deal relieves New Haven from having to provide own steel cars to operate into new Grand Central and Penn Stations. (AR)
- Jan. 1, 1913** Post Office Dept. begins parcel post service, giving private express companies competition for the first time; limit is 11 pounds. (Snyder,)
- Jan. 5, 1913** *Dixie Limited* inaugurated as winter-only, all-Pullman train between Chicago and Jacksonville on C&EI/L&N/NC&StL/W&A/CofG/ACL route via Evansville, Atlanta and Macon; coaches added for 1914 season.
- Jan. 6, 1913** U.S. Supreme Court refuses to consider segregation by simple distribution of Southern Pacific shares to Union Pacific stockholders.
- Jan. 9, 1913** Samuel Rea resigns as director of B&O leaving John P. Green as sold PRR representative; in telling move, replaced by Robert Garrett, Jr. (-). (B&O AR)

- Jan. 9, 1913** **Pittsburgh, Steubenville & Wheeling RPO cut to Pittsburgh & Wheeling RPO. (Kay)**
- Jan. 13, 1913** **N&W leases to PCC&StL four receiving tracks in Joyce Avenue Yard, Columbus. (Church)**
- Jan. 1913** **Peru station renamed Rockview on Williamsport Division; Franklin Park renamed Adams on New York Division.**
- Jan. 1913** **Economic expansion peaks; two-year contraction begins, broken finally by World War I armaments contracts. (NBER)**
- Jan. 1913** **"RS" Tower opened at ___ and all passenger trains now pull into Martinsburg, Pa., and push back out, reversing former practice. (Snyder)**
- Jan. 1913** **Indianapolis Union Railway Board authorizes \$120,000 for remodeling Union Station. (Hetherington)**
- Jan. 22, 1913** **PRR Board authorizes changes of line at Wood Hill, Kennerdale and East Brady, Pa.; appropriates \$100,000 for exhibit at Panama-Pacific International Exposition of 1915. (MB)**
- Jan. 22, 1913** **PRR contracts with Taxi-service Company of Philadelphia and Quaker City Cab Company to provide taxi service at all PRR terminals in Philadelphia including Market Street ferry station; replaces PRR's own cab service. (MB)**
- Jan. 22, 1913** **Morgantown & Wheeling Railway organized; buys property of Morgantown & Dunkard Valley Railroad consisting of an electric interurban railway between Westover and Cassville, W.Va., and partly-graded right-of-way between Cassville and Blacksville; converted to steam railroad and electric railway between Randall and Westover abandoned.**
- Jan. 26, 1913** **Order of Railway Conductors of America establishes Pennsylvania State Legislative Committee to monitor and lobby for laws favorable to organized labor. (ORC)**
- Jan. 27, 1913** **PRR special committee reports on proposed purchase of Atlantic Coast Line; postpones action as need all capital for own improvements. (MB)**
- Feb. 1, 1913** **NYC holds formal dedication of new Grand Central Terminal in New York City; head house and all upper level completed except**

for incoming station under Biltmore Hotel (not completed until 1914?); thrown open for revenue service at 12:00 M; total cost \$72 million; main concourse is 287 x 120 x 125 feet high; 29 platform tracks on upper level and 25 on lower level. (AR, NYT, Droege)

- Feb. 1, 1913 Baltimore, Chesapeake & Atlantic Railway dismantles and sells relief and freight boat *Maggie*. (AR)
- Feb. 1, 1913 Mt. Eagle Cutoff opens between Mt. Eagle and Howard on Tyrone Division. (Val)
- Feb. 13, 1913 PRR Board approves purchase of stocks of Baltimore & Sparrow's Point Railroad and Cornwall & Lebanon Railroad offered by Pennsylvania Steel Company of New Jersey. (MB)
- Feb. 18, 1913 Pres. George F. Baer of Reading Company turns down Charles M. Schwab's offer to purchase PRR's and Reading's holdings of Pennsylvania Steel Company through Kuhn, Loeb & Co. as price too low. (Wheeler)
- Feb. 18, 1913 Committee of Engineering and Transportation Depts. issues report on congestion at Baltimore; reviews several plans for freight bypasses running either from Havre-de-Grace to Magruder north of the city or from Back River to Odenton with a tunnel under the Patapsco; concludes that congestion arises from passenger and switching traffic near Union and Calvert Stations and that the volume of traffic that could be rerouted would not justify expense of bypass; prefers making Bay View yard the center of freight operations. (CE)
- Feb. 18, 1913 Threatened strike of firemen submitted to arbitration. (Snyder)
- Feb. 22, 1913 LIRR moves most offices from Long Island City to new Jamaica Station. (NYT - is from 1/6 - verify)
- Feb. 22, 1913 NYC&HR extends electric MU service from Tarrytown to Croton. (Condit)
- Feb. 23, 1913 Balance of PRR/H&M station at Summit Avenue, Jersey City, opens, including two additional platforms and elevators to street. (CE)
- Feb. 25, 1913 Sixteenth Amendment is ratified creating first federal income tax since Civil War and excess profits tax.
- Feb. 26, 1913 Station at Harrison, N.J., on new Hudson & Manhattan line to

Park Place is designated as "Harrison"; station on old PRR main line renamed "Fourth Street - Harrison". (MB)

- Feb. 28, 1913** Pujo Committee reports to Congress outlining concentration of control of money and credit (the "Money Trust") through interlocking stockholdings and directorates, with J.P. Morgan & Co., the First National Bank and the National City Bank at the top of the pyramid; leads to formation of Federal Reserve to have government control of activities formerly performed by private bankers. (EAH,)
- Mar. 1, 1913** Federal Valuation Act authorizes ICC to conduct a valuation of all U.S. railroad property; replacement value to serve as the basis for rates yielding a "fair rate of return" on cost; PRR appoints separate Valuation Committees for Lines East and Lines West (by June), consisting of representatives of Engineering, Real Estate, and Accounting Departments. (EAH,)
- Mar. 1, 1913** George W. Boyd promoted to Passenger Traffic Manager, replacing James R. Woods, retired at age 70 after 32 years service; J.P. Anderson and D.N. Bell named General Passenger Agents.
- Mar. 3, 1913** Locomotive of 8:25 AM train for Washington blows up at Rahway, N.J., blocking main line and interfering with trains from New York to inauguration of Pres. Wilson on Mar. 4; engineer killed. (NYT, Snyder)
- Mar. 3, 1913** For travelers to inauguration of Pres. Woodrow Wilson, PRR runs 20 special trains to Washington; all regular New York-Washington trains run in four sections; four sections of parlor and sleeping cars of ten cars each dispatched from Penn Station around midnight. (NYT)
- Mar. 4, 1913** Department of Commerce & Labor divided into separate departments; William Bauchop Wilson appointed first Secretary of Labor. (get more info)
- Mar. 4, 1913** PRR completes relaying Morrisons Cove Branch with 85-lb. rail, permitting Class H6 locomotives to operate on all but Ore Hill Branch. (Snyder)
- Mar. 5, 1913** Central Railroad of Maryland incorporated to build line from Keymar to Union Bridge, Md., to serve plant of Tidewater Portland Cement Company. (Val, C&C)
- Mar. 5, 1913** Congress approves appointment of William G. McAdoo as

- Wilson's Secretary of the Treasury; McAdoo severs connection with Hudson & Manhattan Tubes.**
- Mar. 6, 1913** **Hudson & Manhattan Railroad opens Harrison Station on elevated line to Park Place. (PA)**
- Mar. 7, 1913** **ATO hears report on reducing expenses in depressions; to get rid of substandard workers first, cut hours of work, if can't spread reductions of work without sacrificing a living wage are to layoff starting with men without families, and also to draw down inventories. (ATO)**
- c. Mar. 1913** **War Dept. approves plan for Pennsylvania & Newark bridge across Delaware River below Trenton.**
- Mar. 1913** **Erdon station renamed Frugality on Cresson Division; Asylum renamed Dix Haven on Trenton Division.**
- Mar. 9, 1913** **First section of new Jamaica station and track improvements open on LIRR; architect Kenneth M. Murchison.**
- Mar. 10, 1913** **Firemen's demands go to arbitration under Erdman Act.**
- Mar. 12, 1913** **PRR Board authorizes electrification from Broad Street Station to Paoli and appropriates \$3.5 million; also approves proceeding with widening of station and negotiations with city; Pres. Rea reports that have secured most of the land needed to widen Broad Street Station except the Bell Telephone Building and a few parcels which will have to be condemned; Rea also notes that widening station will require vacating Filbert Street, requiring city approval, which will take several years, whereas electrification will bring immediate relief; notes city also wants to take part of Broad Street Station and Annex Building for Parkway; Rea recommends delaying Chestnut Hill electrification until city's rapid transit plans are finalized. (MB, CE)**
- Mar. 12, 1913** **PRR Board authorizes purchase of Cornwall & Lebanon Railroad from Pennsylvania Steel Company of New Jersey for \$1.84 million; authorizes track revisions between Kiski Jct. and Butler Jct., including new two-track bridge over Allegheny River; authorizes (manual?) block system between Ebensburg Jct. and Black Lick; authorizes South Fork-Portage Railway to occupy parts of Old and New Portage Railroad and old PRR rights-of-way between Gallitzin and South Fork with trolley line. (MB)**
- Mar. 12, 1913** **Chicago Managers' Committee breaks off negotiations with Local**

- Chairmen's Association of the Chicago Switching District (BRT) over time-and-a-half.**
- Mar. 12, 1913** **A.W. Moss (1859-1913), Superintendent of Schuylkill Division, dies. (ATO)**
- Mar. 13, 1913** **Riot at Roebing, N.J., as band of 60 striking section men capture a work train and drive off about 30 strikebreakers and are in turn driven off or captured by sheriff and a party of special deputies; over 200 shots exchanged. (NYT)**
- Mar. 1913** **PRR officials consider electrification of Pittsburgh Division and Portage Railroad. (Snyder)**
- Mar. 1913** **Pres. Rea writes to New York Gov. Sulzer protesting the Full Crew Law now pending in the Senate. (NYT)**
- Mar. 1913** **Pennsylvania Company acquires B&O's interest in Buckhannon & Northern Railroad. (Church)**
- Mar. 17, 1913** **An article by Pres. Rea opposing New Jersey Grade Crossing Bill appears in the *Annalist*; bill places cost burden entirely on railroads. (NYT)**
- Mar. 19, 1913** **City of New York, IRT and BMT sign subway contracts no. 3 & 4 (the "Dual Contracts") to build new subways; IRT to build north from Grand Central on Lexington Avenue, south from Times Square to Battery on 7th Avenue (serving Penn Station) and through old Steinway Tunnel, which is sold to city, from 42nd Street to (?); BMT is to build Williamsburg Bridge loop and up Broadway and 7th Avenue to 60th Street and across to Long Island City. (Hood)**
- Mar. 20, 1913** **Charles Schwab informs Pres. Rea that he declines to carry entire risk of Pennsylvania Steel Company purchase, ending negotiations. (Wheeler)**
- Mar. 21, 1913** **Railroads and Brotherhood of Railroad Trainmen in Chicago Switching District agree to mediation under the Erdman Act to avoid strike.**
- Mar. 23, 1913** **Four days of heavy rain begin, causing severe floods in Ohio River drainage basin in Ohio, Indiana and Illinois; over 600 killed; PRR suffers over \$3.5 million in damages; also destroy remaining Ohio Canals (Ohio & Erie and Miami & Erie) for commercial navigation; are thereafter retained only for water supply, water**

power, or recreation.

- Mar. 25, 1913** **St. Louis and Vincennes Divisions out of service because of floods.**
- Mar. 27, 1913** **Lines West General Manager Benjamin McKeen reports that one track has been reopened between Mansfield to Chicago; main line service reopens via Tyrone and Lock Haven. (NYT)**
- Mar. 28, 1913** **Former President and director James McCrea (-1913) dies at home, AGraygrange@, near Ardmore. (NYT)**
- Mar. 28, 1913** **PRR Board authorizes purchase of Turtle Creek & Allegheny River Railroad from the Pittsburgh Coal Company for \$75,000; a 1.75-mile branch at Turtle Creek. (MB)**
- Mar. 28, 1913** **Philadelphia & Harrisburg RPO reestablished as line independent of New York & Pittsburgh RPO. (Kay)**
- Mar. 31, 1913** **Cambria & Clearfield Railway merged into PRR under agreement of Dec. 31, 1912. (Val)**
- Mar. 31, 1913** **J.Pierpont Morgan, Sr. (183 -1913), America's leading investment banker and director of NYC&HR, New Haven, and numerous other companies, dies in Rome. (DAB)**
- Mar. 31, 1913** **Funeral of Pres. James McCrea held at 2:30 PM at St. Mary's Church, Ardmore. (ATO)**
- Mar. 31, 1913** **WNY&P acquires trackage rights over DL&W between Bailey Avenue, Buffalo, and Black Rock, giving access to Canadian gateway; also over Grand Trunk Railway of Canada between Black Rock and Fort Erie, Ont. (Val)**
- Apr. 1, 1913** **Flood crests at Cincinnati with 19 inches of water on floor of Pearl Street Station.**
- Apr. 1, 1913** **Henry Ford installs first moving automobile assembly line at Highland Park Plant near Detroit. (verify)**
- Apr. 1, 1913** **Brief strike of track workers on Middle Division. (Snyder)**
- Apr. 2, 1913** **Service restored on St. Louis Division and between Cincinnati and Xenia on Cincinnati Division. (AR)**
- Apr. 5, 1913** **Lorain, Ashland & Southern Railroad contracts with West Virginia & Ohio Construction Company for construction of railroad between Wellington and Ashland Jct. and reconstruction**

between Lorain and Wellington and between Ashland and Custaloga under agreement of Sep. 11, 1906; LA&S agrees with Joseph Ramsey, Jr., West Virginia & Ohio Construction Company and F.J. Lisman & Co. for disposition of stocks and bonds of LA&S; construction company is to deliver all stock of Ashland & Western Railway to LA&S free of debt. (Church)

- Apr. 5, 1913** Service restored on Vincennes Division; Cincinnati passenger station reopens. (AR)
- Apr. 8, 1913** Former VP Charles E. Pugh (-1913) dies after a short illness at age 72.
- Apr. 9, 1913** PRR Board authorizes new \$45 million stock issue; causes price to drop to 115-5/8, the lowest in five years. (MB, NYT)
- Apr. 9, 1913** PRR Board authorizes new freight station and delivery tracks at Harrisburg. (MB)
- Apr. 10, 1913** Status report of Special Committee on New York Real Estate: current proposals include a 1,000-room hotel between 32nd & 33rd Street and a 17-story office building by McKim, Mead & White for the Associated Advertising Clubs of America between 32nd & 31st Streets; also consider mercantile loft buildings over tracks between 9th & 10th Avenue behind Post Office (when b.? - 1913); committee declines to participate in hotel scheme of Francis M. Valk that requires PRR to buy shares in hotel operating company or that allow others to name architects; notes money market not now favorable for financing; notes area is poorly served by transit lines. (MB)
- Apr. 14, 1913** PRR Board approves realignment between "SQ" Tower and Conemaugh on Pittsburgh Division and Sang Hollow Extension; authorizes track elevation and new station at Johnstown; authorizes Commercial Trust Company to receive minority interest in Arcade Real Estate Company in return for lots at 10 & 18 South Broad Street, permitting a larger office building south of Market; Commercial Trust Building is later constructed at southeast corner of 15th & Market. (MB)
- Apr. 1913** WJ&S stockholders vote to lease line to PRR at 6%; lease is subsequently blocked by New Jersey PUC and is not executed until 1930 (?). (NYT)
- Apr. 16, 1913** J.P. Morgan, Jr. (-1939), elected a director of NYC&HR. (AR)

- Apr. 16, 1913** Local Chairmen's Association of the Chicago Switching District (BRT) wins concessions on nine work rules but denied time-and-a-half under Erdman Act mediation; their first contracts with PRR and LS&MS.
- Apr. 1913** LIRR puts Wading River model farm up for sale.
- Apr. 21, 1913** Chartiers Southern Railway contracts for construction of line between Eighty-Four and Marianna. (Church)
- Apr. 23, 1913** PRR Board reviews report on New York real estate; orders Transportation Dept. to review use of air rights and for committee to focus attention on developing the property on 7th Avenue. (MB)
- Apr. 23, 1913** PT&T abolishes George Gibbs's post of Chief Engineer of Electric Traction & Terminal Station Construction. (MB)
- Apr. 23, 1913** Federal arbitrators announce firemen's award effective May 3. (LC)
- Apr. 23, 1913** Conductors' and trainmen's demands go to arbitration under Erdman Act. (LC)
- Apr. 24, 1913** Railroad presidents appoint Advisory Committee, including Pres. Rea as Chairman, to cooperate with ICC in valuation; Thomas W. Hulme appointed Secretary to the Committee. (NYT)
- Apr. 24, 1913** Oyster Bay Extension Railroad (Locust Valley-Oyster Bay) merged into LIRR. (C&C, Val)
- Apr. 29, 1913** PRR begins using five locomotives on westbound trains between Hollidaysburg and Gallitzin via the New Portage Railroad, up to 3,100 tons per train. (Snyder)
- Spring 1913** PRR conducts tests of high speed air brakes with pneumatic or electrical controls on southbound track of Atlantic City Division of WJ&S; test train, consisting of a K2 Pacific and 12 P70 coaches makes a total of 691 runs; train, weighing 1,000 tons, can be stopped in 1,000 feet or about its own length, from 60 MPH. (RyAge)
- Spring 1913** LIRR places battery cars in service on West Hempstead Branch.
- May 1, 1913** Lehigh Valley passenger trains moved from PRR's Jersey City Terminal to terminal of Central Railroad of New Jersey, running over CNJ from Oak Island Jct. (Guide); change had originally been set for Aug. 1, 1912; LV was dissatisfied with downgrading

- Exchange Place and ferry service after opening of Penn Station. (NYT)**
- May 1, 1913** Eastern railroads again petition ICC for general 5% freight rate increase.
- May 6, 1913** New York Public Service Commission revokes franchise for crosstown "people mover" under 34th Street on grounds it take the space reserved for the Broadway subway in the tightly-packed stack of transit tunnels under Herald Square; NYC&HR has also opposed on grounds of interference with its streetcar tracks at 4th Avenue. (SR)
- May 10, 1913** Pres. Rea issues statement to press in advance of May 12's official testimony to ICC explaining railroads' request for 5% rate increase; notes that government regulations passed between Aug. 1906 and Dec. 1912 has cost the PRR an extra \$11 million over that period. (NYT)
- May 13, 1913** Ashland & Western Railway merged into Lorain, Ashland & Southern Railroad under agreement of May 12, 1913. (Church)
- May 14, 1913** PRR contracts with Westinghouse Electric & Manufacturing Company to give preference to its products in Paoli electrification, providing are of superior quality. (CE)
- May 14, 1913** PRR Board authorizes new freight yard south of Phillipsburg, N.J.; authorizes completing the Lewisburg & Tyrone between Fairbrook and Lemont to serve State College providing landowners donate free right-of-way; authorizes purchase of apparatus for electrically welding locomotive flues for Altoona and Renovo Shops. (MB)
- May 1913** New eastbound Cumbo Yard opens at Martinsburg, W. Va.; handles coal movements from B&O to PRR via Cumberland Valley.
- May 1913** Louisville-New Albany locals cut from half-hourly to hourly.
- May 22, 1913** Buckhannon & Northern Railroad authorizes construction of direct line between Prickett Creek Jct. and Fairmont, W.Va., to avoid congestion on B&O between Rivesville Jct. and Fairmont. (Church)
- May 23, 1913** PRR agrees with New Haven for joint ownership of New York Connecting Railroad and joint guarantee of its bonds. (C&C)

- May 24, 1913** *Chicago Special/New York Special* renamed *Metropolitan Special*; *Chicago Limited* westbound renamed *Manhattan Limited*.
- May 24, 1913** Sleeping car line established between Washington and Detroit via Toledo and Michigan Central Railroad.
- May 27, 1913** Cleveland Mayor Newton D. Baker names \$1.4 million as price of city land needed for new lakefront Union Depot project. (CE)
- May 27, 1913** Presidents' Conference Committee on Valuation meets with ICC in Washington; Chairman Rea announces railroads will cooperate with valuation process. (NYT)
- May 31, 1913** New York Connecting Railroad issues \$30 million First Mortgage bonds. (C&C)
- June 1, 1913** New organization manual.
- June 1, 1913** Assistant Real Estate Agent Thomas W. Hulme furloughed to act as General Secretary of Presidents' Conference Committee on Valuation of Railroads.
- June 1, 1913** Vandalia Railroad obtains trackage rights over Wabash Railroad from Butler into Union Station, Toledo; establishes new through freight and passenger services between Chicago and Toledo and St. Louis and Toledo via Butler, Ind.; new improvements open at Butler. (Church, AR)
- June 2, 1913** Mutual Beneficial Association of Pennsylvania Railroad Employees, Inc. (MBA) founded at meeting of 116 delegates at Arnfeld Hall in Pittsburgh; Association formed by W.W. Atterbury on suggestion of Ivy Lee, although George Washington Brown, a 59-year old passenger conductor is portrayed as the prime mover; a mutual insurance plan, it provides one of the chief benefits offered by the operating Brotherhoods and seeks to promote loyalty to the company rather than unions. (Mutual)
- June 2, 1913** Indianapolis Union Railway signs contract with city for track elevation; abrogated by new Mayor Joseph E. Bell in Jan. 1914. (AR, Hetherington)
- June 7, 1913** Pres. Rea agrees to swap PRR's holdings of B&O for Union Pacific's holdings of Southern Pacific. (Wheeler)
- June 9, 1913** State of Pennsylvania permits Lewisburg Bridge Company to close to all non-railroad traffic.

- June 10, 1913** **ATO hears report on shortage of unskilled labor; recommends increasing hourly rate 1.3 cents after two years and another 1.3 cents after four years. (ATO)**
- June 11, 1913** **PRR Board approves plan for new bridge line at Oil City for direct running between Allegheny Division and Chautauqua Branch. (MB)**
- June 12, 1913** **Toledo, Columbus & Ohio River Railroad adopts location for extension of Strasburg Branch from Parral to Massillon. (MB)**
- June 12, 1913** **Rear-end collision on New Haven at Stamford, Conn., kills six. (Shaw)**
- June 15, 1913** **Joint PRR-LV Newark Bay Bridge on Greenville line destroyed by fire; believed caused by sparks from LV locomotive around 12:30 AM; an eastbound PRR freight is crossing the draw when fire breaks out; engine and five cars cut off and reach Bayonne shore; cabin car cut off by crew and pushed clear; one car of sheep, one of cattle and 35 of potatoes consumed before bridge collapses. (NYT)**
- June 16, 1913** **Chief Engineer Maintenance of Way Joseph T. Richards named Consulting Engineer pending retirement; Engineer of Maintenance of Way Luther Reese Zollinger (1865-1913) becomes department head; C.A. Preston appointed Valuation Engineer; Valuation Dept. created reporting to both Engineering and Accounting Depts. (MB, AR)**
- June 16, 1913** **Noel W. Smith appointed Superintendent of Middle Division, replacing C.A. Preston; J.J. Rhodes appointed Superintendent of Central Division, replacing N.W. Smith. (AR) Division. (Snyder)**
- June 18, 1913** **PT&T approves operation of bus line in front of Penn Station by Fifth Avenue Coach Company. (MB)**
- June 19, 1913** **Lewisburg & Tyrone Railroad Company sold at foreclosure. (C&C)**
- June 20, 1913** **NYC&HR begins running main line trains by electric power to Harmon, instituting steam-to-electric change at that point. (Condit)**
- June 21, 1913** **D.H. Burnham & Co. presents several designs for expansion of office and baggage area of Pittsburgh Union Station in meeting with V.P. Atterbury and Chief Engineer Shand; "Scheme M" chosen; PRR wished to eliminate office space leased in other**

buildings. (CE)

- June 25, 1913** **PRR Board appropriates \$6.9 million for South Philadelphia Track Elevation Project, less \$2.3 million to be realized by selling old Greenwich Yard to city; authorizes (manual?) block system on Philadelphia & Beach Haven Railroad. (MB)**
- June 25, 1913** **Union Pacific Chairman Robert S. Lovett and Attorney General McReynolds meet at law offices of Paul D. Cravath in New York; UP proposes to effect court ordered divorce from Southern Pacific by swapping its SP shares for the B&O shares held by PRR. (NYT)**
- June 30, 1913** **Presidents' Committee on Valuation holds another meeting at Grand Central Terminal; call expense useless; predict valuation will take five years and cost \$6 million; in fact, initial valuation takes 17 years and costs ____ . (NYT)**
- June 30, 1913** **Cleveland Mayor Baker meets with railroads; questions arise over city's title to lakefront property needed for new terminal, and project delayed by over two years.**
- July 1, 1913** **PRR leases West Jersey & Seashore Railroad; creates West Jersey Division with headquarters at Camden.**
- July 1, 1913** **All five platforms of Jamaica station in service.**
- July 1, 1913** **W.D. Wiggins named Valuation Engineer of Lines West; R.K. Rochester named Superintendent of Peoria Division replacing Wiggins.**
- July 1, 1913** **Portion of Pemberton & Hightstown Railroad between Pemberton and Lewistown sold to (PRR?) and becomes part of Trenton Division.**
- July 1, 1913** **Williamsport & Baltimore RPO extended to Williamsport & Washington RPO. (Kay)**
- July 1, 1913** **PRR begins standard gauge operation over portion of Ohio River & Western Railway between Bellaire and Webb Mine. (Church)**
- July 1, 1913** **Lincoln Highway Association formed to develop an improved coast-to-coast highway.**
- July 3, 1913** **Union Station Company incorporated to build new terminal in Chicago; owned by PRR (50%), Burlington (25%) and Chicago, Milwaukee & St. Paul (25%) (Church); Chicago & Alton Railroad**

unable to participate because of receivership and is admitted as tenant. (Church, RRH)

- July 3, 1913** **Chartiers Southern Railway adopts location between Marianna and Eighty-Four and abandons location between Van Emman and Eighty-Four; B&O had no use for this portion, so PCC&StL and P&LE decide to use PCC&StL between Van Emman and Pittsburgh, Chartiers & Youghiogheny Railway at Woodville. (Church)**
- July 4, 1913** **Fiftieth anniversary of Battle of Gettysburg marked by reunion of 55,000 Union and Confederate veterans. (Snyder - check numbers)**
- July 8, 1913** **Charles S. Mellen resigns as Pres. of Boston & Maine and Maine Central.**
- July 8, 1913** **Great Lakes Coal Company reorganized as North Penn Coal Company after foreclosure sale on May 29; controls Western Allegheny Railroad. (Church)**
- July 9, 1913** **ICC issues report on Boston & Maine; finds no problem with B&M finances, but blasts methods used by New Haven to acquire stock of B&M, trolleys and steamship lines; recommends that New Haven divest trolleys and steamships.**
- July 11, 1913** **Chartiers Southern Railway files to build new line from Eighty-Four to Marianna and abandon line between Van Emman and Eighty-Four. (Church)**
- July 12, 1913** **Pres. Rea advises Southern Pacific Pres. Julius Kruttschnitt that PRR will not seek representation on SP Board. (Wheeler)**
- July 12, 1913** **Purchasing Agent Daniel S. Newhall dies after 32 years of service.**
- July 14, 1913** **Committee of railroad presidents, including Pres. Rea, meets with labor leaders, Sen. Newlands, civic leaders, Secretary of Labor William Bauchop Wilson, and Pres. Woodrow Wilson; agree to terms of Newlands-Clayton Bill, thus averting strike of trainmen and conductors on Eastern railroads. (NYT)**
- July 15, 1913** **Newlands-Clayton Arbitration Bill passes to meet strike threat on 54 eastern railroads; provides for a four-member federal Board of Mediation & Conciliation to settle disputes. (Snyder, EAH)**
- July 16, 1913** **Arbitrators announce stalemate in conductors' and trainmen's cases and request mediation under the Newlands Act.**

- July 16, 1913** Elisha Lee, Chairman of the Conference Committee of Managers, submits new management conditions for arbitration to union leaders. (NYT)
- July 16, 1913** Following divestiture order of U.S. Supreme Court, Union Pacific trades 382,924 shares of Southern Pacific Company stock valued at \$38.3 million to PRR for its remaining interest in B&O, 212,736 shares common and 212,736 preferred; deal is brokered by Paul Warburg of Kuhn. Loeb & Co, bankers to both PRR and UP, who receive 3/4% of par value as commission; Samuel Rea and John P. Green, last PRR directors, resign from B&O board; deal is very profitable to PRR and keeps control of SP in friendly hands. (Wheeler)
- July 17, 1913** Union leaders and Seth Low of the National Civic Federation charge the railroads with bad faith in placing last minute demands. (NYT)
- July 17, 1913** Charles S. Mellen resigns as Pres. of New Haven effective Sep. 1; J.P. Morgan, Jr., feels Mellen has lost credibility and become a magnet for government investigations. (AR)
- July 21, 1913** Samuel Porcher appointed Purchasing Agent, replacing D.S. Newhall, deceased.
- July 21, 1913** PRR Board authorizes construction of branch from Mahanoy Plane to Gilberton, Pa., to serve anthracite mines of Madeira, Hill & Co.; authorizes manual block system between Mount Eagle and Howard Rolling Mill on Tyrone Division. (MB)
- July 1913** Massachusetts railroad law amended to lift restriction that prohibits a funded debt that is greater than paid-in stock and allows a funded debt twice as great; old law had required New Haven to run up a very large floating debt, which could not be funded. (NH AR)
- July 1913** Cherry Run station renamed Huey on Allegheny Division.
- July 1913** Monongahela Railroad extension from Martin to W.Va. state line to meet Buckhannon & Northern Railroad completed but not opened. (C&C - no - AR has 11/1912)
- July 26, 1913** Demands of engine and train Brotherhoods submitted to arbitration board. (LC)

- July 26, 1913** **New Rahway freight station and passenger station with high level platforms opens on new six-track elevated line through city. (NYT)**
- July 30, 1913** **Express No. 13 rear-ends *Pittsburgh Express* No. 15 just west of Tyrone station; 1 killed and 153 injured; low death toll credited to steel cars. (NYT)**
- Summer 1913** **Henry Ford establishes first assembly line for producing Model T's. (verify!!! - see above)**
- Aug. 1, 1913** **Robert Farnham appointed to new post of Assistant to Engineer of Bridges & Buildings.**
- Aug. 1, 1913** **New parcel room opens in Washington Union Station made by flooring over a well in the baggage checking room. (AR)**
- Aug. 4, 1913** **LIRR service between Rockaway Park and Manhattan via BMT extended from Delancey Street to Chambers Street.**
- Aug. 8, 1913** **Aviator C. Murvin Wood flies a Moisant monoplane from Garden City, N.Y., to Fort Meyer, Va., near Washington following PRR main line; as stunt, races a two-car PRR special from Jersey City carrying press and aviation officials. (NYT)**
- Aug. 10, 1913** **PRR announces rebuilding of Newark Bay Bridge in 12 and a half days; old trestle is cut off at water line and new bridge built on top of piles. (NYT)**
- Aug. 12, 1913** **Chartiers Southern Railway deeds unused right of way between Van Emman and Eighty-Four to Pittsburgh, Chartiers & Youghioghney Railway. (Church)**
- Aug. 26, 1913** **Absolute block for freight trains discontinued on Morrisons Cove Branch, Altoona Division. (Snyder)**
- Aug. 30, 1913** **Rep. __ Linthicum, _-Md., calls on Attorney General McReynolds to investigate New Haven's ownership of steamship lines and PRR's ownership of Chesapeake Bay steamboats for potential antitrust prosecution; Washington and Baltimore merchants are outraged by railroads ending free store-door delivery; note that under "railroad domination" Baltimore has fallen to sixth place among ports. (NYT)**
- Sep. 1, 1913** **Howard Elliott (-1928) replaces Charles S. Mellen as Pres. of New Haven. (AR)**

- Sep. 1, 1913** **Western Allegheny Railroad leaves receivership without foreclosure.**
- Sep. 2, 1913** **Justice Dept. begins prosecution of Reading Company, CNJ and their coal subsidiaries for violating Sherman and Hepburn Acts.**
- Sep. 2, 1913** **Rear-end collision on New Haven at Wallingford, Conn., kills 21. (Shaw)**
- Sep. 4, 1913** **WNY&P grants trackage rights to Mt. Jewett, Kinzua & Ritterville Railroad between East Smethport and Larabee, Pa. (Val)**
- Sep. 5, 1913** **J.P. Morgan & Co. gives notice that it is withdrawing from its role as fiscal agent for the New Haven. (NYT)**
- Sep. 7, 1913** **Concrete slab bridge over Bush River on PB&W opens, replacing pile trestle. (AR)**
- Sep. 10, 1913** **Lincoln Highway Association proclaims Lincoln Highway open from New York to San Francisco; is now U.S. 30 across Pennsylvania and Midwest. (First Facts - verify)**
- Sep. 10, 1913** **PRR Board authorizes new station at Elizabethtown, Pa. (MB)**
- Sep. 17, 1913** **Concrete slab bridge over Gunpowder River on PB&W opens, replacing pile trestle. (AR)**
- Sep. 1913** **Homer station renamed Homer City on Conemaugh Division; Beartown renamed Narvon on Philadelphia Division.**
- Sep. 24, 1913** **PRR Board approves electrification of Chestnut Hill line, including 40 MU cars; budgeted at \$1.63 million; have been unable to add trains to Broad Street Station since 1910 and city delays expansion because of its plans for the Parkway and a subway under Filbert Street; Board also directs Pres. Rea to proceed with enlargement plans. (MB)**
- Sep. 24, 1913** **PRR Board approves sale of all stock of Susquehanna Coal Company and the dissolution of the Summit Branch Mining Company and Mineral Railroad & Mining Company, whose properties have been transferred to Susquehanna Coal Company; adopts new plan for track elevation and station at Wilkinsburg; adopts plan for double track and realignment between East Brady tunnel and Monterey, Pa.; rejects recommendation of Road Committee to buy East Broad Top Railroad & Coal Company. (MB)**

- Sep. 26, 1913** **PRR announces it will sell all anthracite coal properties to avoid antitrust prosecution. (NYT)**
- Sep. 26, 1913** **PRR holds "safety first" demonstrations in YMCA at Penn Station; include artificial respiration for electric shock. (NYT)**
- Sep. 1913** **Denbeau station renamed Denbo on Monongahela Division.**
- Oct. 1, 1913** **Toledo, Columbus & Ohio River Railroad sells line between Zoar and Valley Jct., Ohio to Cleveland & Pittsburgh Railroad; cancels June 6, 1882 agreement for use of C&P between Canal Dover and Zoarville. (Church)**
- Oct. 2, 1913** **PRR Board orders Pennsylvania Company to sell its stock in the Cambria Steel Company. (MB)**
- Oct. 3, 1913** **New Haven appoints committees to head off government attempt to bring antitrust proceedings against it. (NYT)**
- Oct. 3, 1913** **Underwood Tariff Act cuts tariff 10% and imposes a personal income tax.**
- Oct. 8, 1913** **PRR Board authorizes extension of Homer & Cherry Tree Branch to coal land of Indiana Land & Improvement Co. four miles up Yellow Creek; authorizes extension of Peters Creek Branch of Monongahela Division to coal lands of Peters Creek Gas Coal Company. (MB)**
- Oct. 1913** **Washington Terminal Company makes final payments to architects of Union Station. (AR)**
- Oct. 20, 1913** **ATO hears report on gasoline track cars; first introduced on large scale by other railroads in 1909; now in use on Cumberland Valley Railroad, Vandalia Railroad and GR&I. (ATO)**
- Oct. 21, 1913** **Electric service inaugurated on LIRR between Flushing (Whitestone Jct.) and Port Washington. (NYT)**
- Oct. 21, 1913** **Engineer of Maintenance of Way Luther Reese Zollinger (1865-1913) dies suddenly in Philadelphia after 25 years of service. (ATO)**
- Oct. 22, 1913** **PRR Board orders construction of Pennsylvania & Newark bridge over Delaware River below Trenton. (MB)**
- Oct. 22, 1913** **Urgent Deficiency Appropriations Act grants \$25,000 to ICC for**

experimenting with automatic train control systems.

- Oct. 23, 1913** Real Estate Agent Benjamin W. Carskaddon (-1913) dies after ___ years service.
- Oct. 24, 1913** Finance Committee issues report on future financing recommending the creation of a new General Mortgage; Pres. Rea issues public statement that company is considering a \$1 billion blanket mortgage to refund all \$850 million of existing debt, plus new improvements. (MB, NYT)
- Oct. 27, 1913** ATO hears report on question whether PRR organization has kept up with new demands from labor, regulation, and safety work; notes division efficiency (testing) committees and safety committees are overburdened; Division Superintendents and staffs spend 25% of time in meetings and committees; have introduced Hollerith punched card machines for tabulating expenses using uniform account numbers rather than names; suggests new department to deal with labor grievances, efficiency tests, safety and regulatory matters. (ATO)
- Oct. 29, 1913** PRR lawyers meet with Attorney General McReynolds who insists that PRR ownership of N&W is illegal and threatens to prosecute if does not divest voluntarily; also questions exclusive contract for shipping coal via Lines West. (MB, Lambie)
- Oct. 31, 1913** ATO committee headed by E.B. Hunt reports on question of establishing a Bureau of Sanitation & Welfare along lines of United States Steel Corporation's welfare and hospital program. (ATO)
- Nov. 1, 1913** Rockville (? or Harrisburg?)-Marysville ceded from Middle Division to Philadelphia Division; also part of Baltimore Div. (check MB)
- Nov. 2, 1913** New double-track, masonry-faced concrete arch bridge opens over Schuylkill River on Connecting Railway in Philadelphia; old bridge taken out of service for rebuilding.
- Nov. 2, 1913** *Royal Palm* inaugurated as Chicago-Jacksonville all-steel year-round train on Big Four/Southern route via Cincinnati and Atlanta; replaces earlier *Chicago & Florida Limited*. (Key)
- Nov. 10, 1913** Order of Railway Conductors and Brotherhood of Railroad Trainmen awarded 7% wage increase retroactive to Oct. 1 in first arbitration under Newlands Act; increases PRR wage bill by \$737,000 per year.

Nov. 12, 1913 **PRR Board authorizes acquisition of property for new station at Altoona. (MB)**

Nov. 12, 1913 **Thomas W. Hulme returns from furlough as Real Estate Agent, replacing B.W. Carskaddon, deceased. (MB)**

Nov. 12, 1913 **PRR announces it is considering requiring all employees to live within one hour of workplace; is worried about role of sleep deprivation in recent New Haven accidents. (NYT)**

Nov. 14, 1913 **Union Station Company (Chicago) organized; J.J. Turner, Pres.; Thomas Rodd, Chief Engineer. (Church,)**

Nov. 15, 1913 **Hillman Branch extended 1.43 miles to Madeira-Hill Coal Mining Company's Clover Run Colliery No. 2 on Bellwood Division. (Val)**

Nov. 17, 1913 **Hudson & Manhattan Railroad begins carrying mail between Hudson Terminal and Manhattan Transfer. (PA)**

Nov. 18, 1913 **Bion J. Arnold issues report to Chicago City Council on railroad terminal situation. (Droege)**

Nov. 19, 1913 **Pennsylvania Company, PCC&StL and N&W cancel agreement of Mar. 6, 1902 covering guarantee of Pocahontas Coal & Coke Company bonds and Dec. 31, 1901 contract with United States Steel Corporation requiring coal from N&W mines to be shipped over Lines West; however, most N&W coal for Lake points continues to travel over PRR, particularly from Cincinnati to the Chicago area and from Columbus to Sandusky. (MB, Lambie)**

Nov. 24, 1913 **ICC begins hearings on application of Eastern railroads for 5% rate increase; PRR General Solicitor George Stuart Patterson makes opening presentation; case for railroads is handled by committee of Samuel Rea, Daniel Willard of B&O and W.C. Brown of NYC; Louis Brandeis acts as counsel for the ICC. (NYT)**

Nov. 25, 1913 **Federal grand jury indicts PRR, Keystone Elevator & Warehouse Company, et al., on 165 counts of failing to collect demurrage charges on shipments of grain. (NYT)**

Nov. 26, 1913 **PRR agrees to install automatic block signals on Tuckerton Railroad between Whitings and Manahawken, N.J., at own expense. (MB)**

Nov. 26, 1913 **PRR Board commissions portrait of Samuel Rea. (MB)**

Nov. 30, 1913 *24 Hour New Yorker/24 Hour St. Louis* renamed *St. Louisian/New Yorker*.

Dec. 1, 1913 PRR begins through train between Philadelphia and Long Branch via Lakewood using CNJ between Whitings and Farmingdale to serve Lakewood resort traffic; operates during 1913-14 winter season only.

Dec. 1, 1913 W.G. Coughlin named Engineer Maintenance of Way, replacing L.R. Zollinger, deceased.

Dec. 1, 1913 PRR makes big cutbacks in shopmen and maintenance of way forces. (Snyder)

Dec. 1, 1913 PRR inaugurates through parlor car between Marietta and Cleveland on No. 600-605 using B&O north of Valley Jct. (LW tt)

Dec. 1913 Erie & Western Transportation Company discontinues operation of Western States Line of barges on Erie Canal as part of negotiations with ICC for exemption from Panama Canal Act. (end of season was 12/7)

Dec. 8, 1913 Four-track concrete arch bridge opens over Gwynns Falls on Baltimore Division, replacing steel girder span. (AR)

Dec. 10, 1913 PRR Board authorizes sale of property of Summit Branch Mining Company to Susquehanna Coal Company for \$25,000; authorizes realignments between Rockville and Dauphin and at Croydon, Pa. (MB)

Dec. 11, 1913 PRR discontinues requirement that yardmasters take periodic car censuses. (Snyder)

Dec. 13, 1913 Owens-Glass Act establishes Federal Reserve System.

Dec. 15, 1913 Pennsylvania, Monongahela & Southern Railroad opens between Rices Landing and Crucible, Pa.

Dec. 1913 Parker station renamed Parkers Landing on Allegheny Division.

Dec. 18, 1913 Pennsylvania Company conveys its interest in old Union Passenger Station to Union Station Company (Chicago). (Church)

Dec. 20, 1913 Mutual Beneficial Association of Pennsylvania Railroad Employes, Inc. formally incorporated in Delaware as a fraternal society and

- mutual insurance company. (MBA)
- Dec. 23, 1913** Federal Reserve Act creates the Federal Reserve System of 12 regional banks; first U.S. central bank since 1836. (EAH)
- Dec. 24, 1913** PRR contracts with Philadelphia Electric Company to supply electricity for Paoli electrification.
- Dec. 24, 1913** Pres. Rea informs Board that Attorney-General McReynolds has informed the PRR that its ownership of N&W stock violates the Sherman Antitrust Act and threatens to bring suit if the PRR does not sell; Board refers matter to former Attorney-General Philander C. Knox; McReynolds had been holding conferences with PRR in hope of obtaining voluntary concessions; N&W stock falls 2-1/8. (MB)
- Dec. 24, 1913** PRR Board appoints Special Committee on Anthracite Coal Properties to seek buyer for all PRR hard coal operations. (MB)
- Dec. 24, 1913** Indianapolis & Frankfort Railroad incorporated in Indiana to give PRR its own between Logansport and Indianapolis in place of trackage rights on Lake Erie & Western Railroad. (Church)
- Dec. 27, 1913** New Michigan Central Station opens in Detroit; includes a 15-story office building and 11-track Bush train shed. (Droege)
- Dec. 29, 1913** Philadelphia & Delaware County Railroad merged into Philadelphia & Baltimore Central Railroad under agreement of Dec. 11, 1913. (AR, Val)
- Dec. 30, 1913** Lewisburg & Tyrone Railway incorporated as reorganization of Lewisburg & Tyrone Railroad. (C&C)
- Dec. 31, 1913** Biltmore Hotel opens on air rights east of Grand Central Terminal; shell of NYC&HR incoming station under hotel is finished. (AR)
- 1913** B&O sells its interest in Buckhannon & Northern Railroad to Pennsylvania Company for \$560,000, retaining a one-fourth interest in unbuilt franchise for line south of Fairmont. (C&C)
- 1913** Pennsylvania Company sells half interest in portion of Chartiers Southern Railway from Van Emman south to Eighty-Four to P&LE; franchise for this route transferred to Pittsburgh, Chartiers & Youghioghney Railway; also sells one third each of franchise south of Eighty-Four (to Marianna?) to P&LE and B&O.

(prob before 7/1913)

- 1913 New York State passes Full Crew Law after earlier attempts in 1907 and 1912 vetoed by Governors Charles Evans Hughes and John A. Dix.
- 1913 PRR first complains of effect of Full Crew Laws; adds \$850,000 per year to Lines East wage bill. (AR)
- 1913 ICC orders PRR to extend free door-to-door drayage of certain types of freight in Washington to all outlying districts of city; to avoid expense of compliance, PRR and B&O voluntarily withdraw all such service at both Washington and Baltimore. (NYT,)
- 1913 John V.B. Duer promoted to Assistant Engineer in Charge of Electrical Work in office of Mechanical Engineer. (RyAge)
- 1913 New Post Office (later the Farley Post Office) opens on 9th Avenue behind Penn Station; system of chutes and conveyors lead directly to platforms. (Ballou - verify)
- 1913 PRR begins 11,000-volt a.c. electrification between Broad Street Station and Paoli; one mile of test catenary built between Radnor and St. Davids; first use of catenary over regular steam tracks. (NO?! New Haven?)
- 1913 Philadelphia & Camden Ferry Company places ferries *Salem* and *Bridgeton* in service. (AR)
- 1913 Baltimore, Chesapeake & Atlantic Railway installs block signals. (AR)
- 1913 PRR begins studying electrification between Altoona and Conemaugh over Allegheny Mountain.
- 1913 Cornwall & Lebanon Railroad opens new station at Lebanon, Pa.
- 1913 Washington Southern Railway enlarges northbound receiving and classification yards at Potomac Yard. (AR)
- 1913 Pennsylvania Company begins buying right of way for low grade freight line between Rochester and Kenwood, Pa.
- 1913 Class H9s and H10s 2-8-0 freight locomotives and Class K3s 4-6-2 passenger locomotive introduced.
- 1913 New eastbound pull-out yard with capacity of 510 cars built at

Pitcairn.

- 1913** **Second track completed between Sunbury and Williamsport.**
- 1913** **Station built at 4th Street, Harrison, on H&M elevated line.**
- 1913** **Southbound high-level island platform constructed at North Philadelphia Station.**
- 1913** **New car dumper built at Pier No. 3, Greenwich.**
- 1913** **Automatic block signals installed: Huntingdon-Elizabeth Furnace, New Portage Jct.-Hollidaysburg, Norristown-Franklin Ave., Wilmington-Pencader, Oakington-Bay View.**
- 1913** **Change from lower-quadrant to upper-quadrant semaphores completed between Paoli and Rockville; also Monmouth Jct.-Millham, Holmesburg Jct.-Frankford and on Delair Bridge line.**
- 1913** **All manual block systems changed to give distinctive permissive aspect.**
- 1913** **PRR Freight Agencies Baseball League established.**
- 1913** **Stone Harbor Railroad opens between Cape May Court House and Stone Harbor, N.J.**
- 1913** **Fourth track completed between West Yard (Wilmington) and Newark, Del. (AR)**
- 1913** **Double-tracking and line relocation completed East Sandy-Big Rock, Braden-Foster and at Emlenton and double track between Monterey and East Brady on Allegheny Division.**
- 1913** **Monongahela Railway opens for limited service between Martin, Pa., and West Virginia state line to serve Poland Coal Company at Dunkards Creek and West Point Merion Coal Company at West Point Merion. (AR)**
- 1913** **Monongahela Railroad completes automatic block signals between Brownsville Jct. and South Brownsville. (AR)**
- 1913** **Cleveland Mayor Barker holds meetings with VP's A.H. Smith of NYC and J.J. Turner of Lines West regarding plans for a new Union Depot.**

- 1913** **Ohio River & Western Railway cuts back third rail for standard gauge operation from Vallonia to Mapleton. (Church)**
- 1913** **Bogardus Branch of GR&I abandoned (1.75 miles).**
- 1913** **Belt Railway Company of Chicago completes southbound receiving yard and northbound departure yard at Clearing Yard. (AR)**
- 1913** **Vandalia Railroad acquires trackage rights over Toledo Terminal & Railroad Company between Gould and Walbridge (7.79 miles). (prob. w. 6/1/13 tk. rts. to Toledo)**
- 1913** **Mackinac Transportation Company places second steel train ferry *Sainte Marie (II)* in service and retires *St. Ignace*. (Carferries.com)**
- 1913** **NYC&HR extends suburban electrification on Hudson Division between High Bridge and Croton-on-Hudson, N.Y.; steam-to-electric engine change made at Harmon.**
- 1913** **Pullman purchases New Haven's independent fleet of parlor and sleeping cars and begins operations on New Haven; supposedly from need to change fleet to steel cars.**
- 1913** **New Haven studies electrification of Boston suburban services; dropped with legal and financial crises of 1914. (Humphrey)**
- 1913** **In Minnesota Rate Cases, Supreme Court sustains state commission's authority over intrastate rates. (EAH - 230 US 252)**